

SCBA INSPECTION



## DIVISION OF YOUTH SERVICES

DEPARTMENT OF COMMUNITY AND CULTURAL AFFAIRS  
COMMONWEALTH OF THE NORTHERN MARIANA ISLANDS



### MEMORANDUM

ADMINISTRATION  
664-2550  
FAX: 664-2560  
E-MAIL ADDRESS:  
[dvsadmin@itecnmi.com](mailto:dvsadmin@itecnmi.com)

JUVENILE DETENTION  
FACILITY  
664-2530/2532  
FAX: 664-2540  
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CHILD PROTECTION  
SERVICES  
664-2550  
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[dysadmin@itecnmi.com](mailto:dysadmin@itecnmi.com)

**DATE** : December 20, 2005  
**TO** : DYS Director  
**FROM** : KJDCF Supervisor  
**SUBJECT** : SCBA Hydro-testing

JUVENILE  
CORRECTION/PROBATION  
664-2560  
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Our SCBA's are now at the Unity Trade office in Lower Base for Hydro-testing. The said tanks require testing to recertify them for continued use. They will be ready for pick on 12/28/05. Should you have any questions please feel free in contacting me.

A handwritten signature in black ink, appearing to read "Floyd Masga".

Floyd Masga

CC:  
Rose Teregeyo – Social Worker III  
Ricardo Rasa – Juvenile Correction Worker I/Safety Officer  
Ramona Sablan – Social Worker Asst.

## JUVENILE DETENTION UNIT-DYS

### SCBA MONTHLY INSPECTION TABLE

DATE OF INSPECTION: 11-21-05

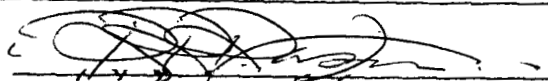
S.C.B.A.

COMPONENT	LOOK FOR	NO	YES	DESCRIPTION OF DAMAGE	CORRECTIVE MEASURES TAKEN	INSPECTED BY SIGN HERE
1) FACEPIECE LENS	1. Nicks, scratches, or abrasions which could impair visibility	✓				<i>Pr</i>
	2. Deep gouges or cracks which could reduce impact resistance.	✓				<i>Pr</i>
	3. Anti-fog coating in need of replacement	✓				<i>Pr</i>
2) FACEPIECE RIMS	1. Deformed, cracked, or broken rims.	✓				<i>Pr</i>
	2. Loose rim screws. (Do not overtighten)	✓				<i>Pr</i>
3) FACEPIECE SKIRT	1. Cuts, gouges, or punctures.	✓				<i>Pr</i>
	2. Tears or nicks in the sealing area.	✓				<i>Pr</i>
	3. Deterioration from age, heat, or contamination.	✓				<i>Pr</i>
4)FACEPIECE HEADSTRAP BUCKLE STRAPS (TWENTYTWENTY)	1. Abrasions or nicks.	✓				<i>Pr</i>
	2. Deterioration from age, heat or contamination.	✓				<i>Pr</i>
5) FACEPIECE BUCKLES (CLASSIC FACEPIECE)	1. Crushed, bent or corroded.	✓				<i>Pr</i>
	2. Damaged or loose rivets.	✓				<i>Pr</i>
6) FACEPIECE INLET NOZZLE	1. Heat damage.	✓				<i>Pr</i>
	2. Loose cover screws.	✓				<i>Pr</i>
	3. Loose hose clamps (seven teeth engaged).	✓				<i>Pr</i>
	4. Damaged exhalation valve seat.	✓				<i>Pr</i>
	5. Sticking exhalation valve (exhale a few times to test.)	✓				<i>Pr</i>

COMPONENT	LOOK FOR	NO	YES	DESCRIPTION OF DAMAGE	CORRECTIVE MEASURES TAKEN	INSPECTED BY SIGN HERE
7) LOW PRESSURE HOSE	1. Cuts, nicks, or punctures.	✓				Pm
	2. Age- or heat-induced cracking, checking or hardening.	✓				Pm
	3. Crushed, broken, or cracked quick connect	✓				Pm
	4. Metal pins on the quick connect not flush or recessed.	✓				Pm
8) SECOND STAGE REGULATOR & PRESSURE GAUGE	1. Heat damage or dents to case and cover.	✓				Pm
	2. Silicone outlet valve sticking.	✓				Pm
	3. O-ring dry and brittle or missing.	✓				Pm
	4. Bypass ring hard to operate.	✓				Pm
	5. Damaged threads or worn slots on quick connect adapter; cracked quick connect.	✓				Pm
	6. Loose quick connect adapter on the regulator body.	✓				Pm
	7. Pressure gauge lens unreadable; gauge needle deformed.	✓				Pm
	8. Pressure gauge hose and fittings leaking or damaged.	✓				Pm
	9. Broken blue Sentry Seal between the inlet lock nut and regulator case.	✓				Pm
9) ANALOG GAUGE WITH VISUAL ALARM	1. Gauge lens scratched; pointer deformed or stuck.	✓				Pm
	2. Hose or fitting corroded, cracked, or leaking.	✓				Pm
	3. LED lens dirty or damaged.	✓				Pm
	4. Rubber boot torn.	✓				Pm
10) AUDIBLE ALARM, FIRST STAGE REGULATOR, & INTERMEDIATE PRESSURE HOSE	1. Hose and fitting corroded, cracked, or leaking	✓				Pm
	2. Loose retaining rings on hose connectors, or leaking.	✓				Pm
	3. Abrasion of hose.	✓				Pm
	4. Damaged female threads on CGA handwheel.	✓				Pm
	5. Damaged O-rings or groove on CGA nipple.	✓				Pm
	6. Loose inlet nipple	✓				Pm
	7. Missing O-ring	✓				Pm
	8. Dents or heat damage to housing.	✓				Pm
	9. Loose pressure port screws.	✓				Pm

COMPONENT	LOOK FOR	NO	YES	DESCRIPTION OF DAMAGE	CORRECTIVE MEASURES TAKEN	INSPECTED BY SIGN HERE
10) Continued.	10. Dented or deformed bell.	✓				<i>Pra</i>
	11. Loose screws securing bell to regulator body.	✓				<i>Pra</i>
	12. Debris or water under bell.	✓				<i>Pra</i>
11) HARNESS FRAME	1. Cylinder band and latch not working properly	✓				<i>Pra</i>
	2. Cylinder not secured in frame and band.	✓				<i>Pra</i>
	3. Bent, broken, or cracked Frame.	✓				<i>Pra</i>
	4. Webbing color change; excessive wear or fraying; cuts, nicks, or broken stitching.	✓				<i>Pra</i>
	5. Inspect stitching for thread unraveling, abrasion, cuts, tears, and chemical or corrosion attach at the top of the shoulder strap, shoulder strap adjustment buckle, and tank band strap.	✓				<i>Pra</i>
	6. Buckles damaged or corroded.	✓				<i>Pra</i>
	7. Loose Hardware.	✓				<i>Pra</i>
	8. Bent or broken spring.	✓				<i>Pra</i>
12) AIR CYLINDER & VALVE	1. Dents, gouges, blisters, or cuts	✓				<i>Pra</i>
	2. External damage to cylinder valve	✓				<i>Pra</i>
	3. Smooth operation of valve handwheel and	✓				<i>Pra</i>
	4. Loose screws securing rubber guard on cylinder valve.	✓				<i>Pra</i>
	5. Condition of threads on valve outlet.	✓				<i>Pra</i>
	6. Cylinder pressure gauge lens scratched; pointer deformed or struck.	✓				<i>Pra</i>
	7. Gauge reading correctly	✓				<i>Pra</i>
	8. Hydrostatic test date within three years (composite cylinders or five years aluminum or steel cylinders.)	✓				<i>Pra</i>

INSPECTED BY:

  
 FIRE COORDINATOR (SIGNATURE)

 RICARDO R. RAZA  
 PRINT NAME

**IMPORTANT: SCBA SHOULD BE CHECKED BEFORE AND AFTER EVERY USE OR ONCE A MONTH IF NOT USED.**
**\*\*\*NOTE: IF ANY OF THE DEFECTS LISTED ABOVE ARE FOUND, HAVE THE SCBA REPAIRED IMMEDIATELY BEFORE USE.**

# JUVENILE DETENTION UNIT-DYS

## SCBA MONTHLY INSPECTION TABLE

DATE OF INSPECTION: 10-27-05

S.C.B.A I

COMPONENT	LOOK FOR	NO	YES	DESCRIPTION OF DAMAGE	CORRECTIVE MEASURES TAKEN	INSPECTED BY SIGN HERE
1) FACEPIECE LENS	1. Nicks, scratches, or abrasions which could impair visibility	✓				<i>[Signature]</i>
	2. Deep gouges or cracks which could reduce impact resistance.	✓				<i>[Signature]</i>
	3. Anti-fog coating in need of replacement	✓				<i>[Signature]</i>
2) FACEPIECE RIMS	1. Deformed, cracked, or broken rims.	✓				<i>[Signature]</i>
	2. Loose rim screws. (Do not overtighten)	✓				<i>[Signature]</i>
3) FACEPIECE SKIRT	1. Cuts, gouges, or punctures.	✓				<i>[Signature]</i>
	2. Tears or nicks in the sealing area.	✓				<i>[Signature]</i>
	3. Deterioration from age, heat, or contamination.	✓				<i>[Signature]</i>
4) FACEPIECE HEADSTRAP BUCKLE STRAPS (TWENTYTWO)	1. Abrasions or nicks.	✓				<i>[Signature]</i>
	2. Deterioration from age, heat or contamination.	✓				<i>[Signature]</i>
5) FACEPIECE BUCKLES (CLASSIC FACEPIECE)	1. Crushed, bent or corroded.	✓				<i>[Signature]</i>
	2. Damaged or loose rivets.	✓				<i>[Signature]</i>
6) FACEPIECE INLET NOZZLE	1. Heat damage.	✓				<i>[Signature]</i>
	2. Loose cover screws.	✓				<i>[Signature]</i>
	3. Loose hose clamps (seven teeth engaged).	✓				<i>[Signature]</i>
	4. Damaged exhalation valve seat.	✓				<i>[Signature]</i>
	5. Sticking exhalation valve (exhale a few times to test.)	✓				<i>[Signature]</i>

COMPONENT	LOOK FOR	NO	YES	DESCRIPTION OF DAMAGE	CORRECTIVE MEASURES TAKEN	INSPECTED BY SIGN HERE
7) LOW PRESSURE HOSE	1. Cuts, nicks, or punctures.	✓				<i>Pm</i>
	2. Age- or heat-induced cracking, checking or hardening.	✓				<i>Pm</i>
	3. Crused, broken, or cracked quick connect	✓				<i>Pm</i>
	4. Metal pins on the quick connect not flus or recessed.	✓				<i>Pm</i>
8) SECOND STAGE REGULATOR & PRESSURE GAUGE	1. Heat damage or dents to case and cover.	✓				<i>Pm</i>
	2. Silicone outlet valve sticking.	✓				<i>Pm</i>
	3. O-ring dry and brittle or missing.	✓				<i>Pm</i>
	4. Bypass ring hard to operate.	✓				<i>Pm</i>
	5. Damaged threads or worn slots on quick connect adapter; cracked quick connect.	✓				<i>Pm</i>
	6. Loose quick connect adapter on the regulator body.	✓				<i>Pm</i>
	7. Pressure gauge lens unreadable; gauge needle deformed.	✓				<i>Pm</i>
	8. Pressure gauge hose and fittings leaking or damaged.	✓				<i>Pm</i>
	9. Broken blue Sentry Seal between the inlet lock nut and regulator case.	✓				<i>Pm</i>
9) ANALOG GAUGE WITH VISUAL ALARM	1. Gauge lens scratched; pointer deformed or stuck.	✓				<i>Pm</i>
	2. Hose or fitting corroded, cracked, or leaking.	✓				<i>Pm</i>
	3. LED lens dirty or damaged.	✓				<i>Pm</i>
	4. Rubber boot torn.	✓				<i>Pm</i>
10) AUDIBLE ALARM, FIRST STAGE REGULATOR, & INTERMEDIATE PRESSURE HOSE	1. Hose and fitting corroded, cracked, or leaking	✓				<i>Pm</i>
	2. Loose retaining rings on hose connectors, or leaking.	✓				<i>Pm</i>
	3. Abrasion of hope.	✓				<i>Pm</i>
	4. Damaged female threads on CGA handwheel.	✓				<i>Pm</i>
	5. Damaged O-rings or groove on CGA nipple.	✓				<i>Pm</i>
	6. Loose inlet nipple	✓				<i>Pm</i>
	7. Missing O-ring	✓				<i>Pm</i>
	8. Dents or heat damage to housing.	✓				<i>Pm</i>
	9. Loose pressure port screws.	✓				<i>Pm</i>



\*\*\*\*\*NOTE: IF ANY OF THE DEFECTS LISTED ABOVE ARE FOUND, HAVE THE SCBA REPAIRED IMMEDIATELY BEFORE USE.

IMPORTANT: SCBA SHOULD BE CHECKED BEFORE AND AFTER EVERY USE OR ONCE A MONTH IF NOT USED.

PRINT NAME

FIRE COORDINATOR (SIGNATURE)

INSPECTED BY:

RICHARD R. RAPP

COMPONENT	LOOK FOR	YES	NO	DESCRIPTION OF DAMAGE	CORRECTIVE MEASURES TAKEN	INSPECTED BY SIGN HERE
10) Continued.	10. Dented or deformed bell.	<input checked="" type="checkbox"/>	<input type="checkbox"/>			<i>[Signature]</i>
	11. Loose screws securing bell to regulator body.	<input checked="" type="checkbox"/>	<input type="checkbox"/>			<i>[Signature]</i>
	12. Debris or water under bell.	<input checked="" type="checkbox"/>	<input type="checkbox"/>			<i>[Signature]</i>
11) HARNESS FRAME	1. Cylinder band and latch not working properly	<input checked="" type="checkbox"/>	<input type="checkbox"/>			<i>[Signature]</i>
	2. Cylinder not secured in frame and band	<input checked="" type="checkbox"/>	<input type="checkbox"/>			<i>[Signature]</i>
	3. Bent, broken, or cracked Frame.	<input checked="" type="checkbox"/>	<input type="checkbox"/>			<i>[Signature]</i>
	4. Webbing color change; excessive wear or fraying; cuts, nicks, or broken stitching.	<input checked="" type="checkbox"/>	<input type="checkbox"/>			<i>[Signature]</i>
	5. Inspect stitching for thread unraveling, abrasion, cuts, tears, and chemical or corrosion attach at the top of the shoulder strap, shoulder strap adjustment buckle, and tank band strap.	<input checked="" type="checkbox"/>	<input type="checkbox"/>			<i>[Signature]</i>
	6. Buckles damaged or corroded.	<input checked="" type="checkbox"/>	<input type="checkbox"/>			<i>[Signature]</i>
	7. Loose Hardware.	<input checked="" type="checkbox"/>	<input type="checkbox"/>			<i>[Signature]</i>
	8. Bent or broken spring.	<input checked="" type="checkbox"/>	<input type="checkbox"/>			<i>[Signature]</i>
12) AIR CYLINDER & VALVE	1. Dents, gouges, blisters, or cuts	<input checked="" type="checkbox"/>	<input type="checkbox"/>			<i>[Signature]</i>
	2. External damage to cylinder valve	<input checked="" type="checkbox"/>	<input type="checkbox"/>			<i>[Signature]</i>
	3. Smooth operation of valve handwheel and	<input checked="" type="checkbox"/>	<input type="checkbox"/>			<i>[Signature]</i>
	4. Loose screws securing rubber guard on cylinder valve.	<input checked="" type="checkbox"/>	<input type="checkbox"/>			<i>[Signature]</i>
	5. Condition of threads on valve outlet.	<input checked="" type="checkbox"/>	<input type="checkbox"/>			<i>[Signature]</i>
	6. Cylinder pressure gauge lens scratched, pointer deformed or stuck.	<input checked="" type="checkbox"/>	<input type="checkbox"/>			<i>[Signature]</i>
	7. Gauge reading correctly	<input checked="" type="checkbox"/>	<input type="checkbox"/>			<i>[Signature]</i>
	8. Hydrostatic test date within three years (composite cylinders or five years aluminum or steel cylinders.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>			<i>[Signature]</i>



# JUVENILE DETENTION UNIT-DYS

## SCBA MONTHLY INSPECTION TABLE

DATE OF INSPECTION: 9-19-05

SCBA 2

COMPONENT	LOOK FOR	NO	YES	DESCRIPTION OF DAMAGE	CORRECTIVE MEASURES TAKEN	INSPECTED BY SIGN HERE
1) FACEPIECE LENS	1. Nicks, scratches, or abrasions which could impair visibility	✓				<i>DR</i>
	2. Deep gouges or cracks which could reduce impact resistance.	✓				<i>DR</i>
	3. Anti-fog coating in need of replacement	✓				<i>DR</i>
2) FACEPIECE RIMS	1. Deformed, cracked, or broken rims.	✓				<i>DR</i>
	2. Loose rim screws. (Do not overtighten)	✓				<i>DR</i>
3) FACEPIECE SKIRT	1. Cuts, gouges, or punctures.	✓				<i>DR</i>
	2. Tears or nicks in the sealing area.	✓				<i>DR</i>
	3. Deterioration from age, heat, or contamination.	✓				<i>DR</i>
4)FACEPIECE HEADSTRAP BUCKLE STRAPS (TWENTYTWENTY)	1. Abrasions or nicks.	✓				<i>DR</i>
	2. Deterioration from age, heat or contamination.	✓				<i>DR</i>
5) FACEPIECE BUCKLES (CLASSIC FACEPIECE)	1. Crushed, bent or corroded.	✓				<i>DR</i>
	2. Damaged or loose rivets.	✓				<i>DR</i>
6) FACEPIECE INLET NOZZLE	1. Heat damage.	✓				<i>DR</i>
	2. Loose cover screws.	✓				<i>DR</i>
	3. Loose hose clamps (seven teeth engaged).	✓				<i>DR</i>
	4. Damaged exhalation valve seat.	✓				<i>DR</i>
	5. Sticking exhalation valve (exhale a few times to test.)	✓				<i>DR</i>

COMPONENT	LOOK FOR	NO	YES	DESCRIPTION OF DAMAGE	CORRECTIVE MEASURES TAKEN	INSPECTED BY SIGN HERE
7) LOW PRESSURE HOSE	1. Cuts, nicks, or punctures.	✓				Pm
	2. Age- or heat-induced cracking, checking or hardening.	✓				Pm
	3. Crused, broken, or cracked quick connect	✓				Pm
	4. Metal pins on the quick connect not flus or recessed.	✓				Pm
8) SECOND STAGE REGULATOR & PRESSURE GAUGE	1. Heat damage or dents to case and cover.	✓				Pm
	2. Silicone outlet valve sticking.	✓				Pm
	3. O-ring dry and brittle or missing.	✓				Pm
	4. Bypass ring hard to operate.	✓				Pm
	5. Damaged threads or worn slots on quick connect adapter; cracked quick connect.	✓				Pm
	6. Loose quick connect adapter on the regulator body.	✓				Pm
	7. Pressure gauge lens unreadable; gauge needle deformed.	✓				Pm
	8. Pressure gauge hose and fittings leaking or damaged.	✓				Pm
	9. Broken blue Sentry Seal between the inlet lock nut and regulator case.	✓				Pm
9) ANALOG GAUGE WITH VISUAL ALARM	1. Gauge lens scratched; pointer deformed or stuck.	✓				Pm
	2. Hose or fitting corroded, cracked, or leaking.	✓				Pm
	3. LED lens dirty or damaged.	✓				Pm
	4. Rubber boot torn.	✓				Pm
10) AUDIBLE ALARM, FIRST STAGE REGULATOR, & INTERMEDIATE PRESSURE HOSE	1. Hose and fitting corroded, cracked, or leaking	✓				Pm
	2. Loose retaining rings on hose connectors, or leaking.	✓				Pm
	3. Abrasion of hope.	✓				Pm
	4. Damaged female threads on CGA handwheel.	✓				Pm
	5. Damaged O-rings or groove on CGA nipple.	✓				Pm
	6. Loose inlet nipple	✓				Pm
	7. Missing O-ring	✓				Pm
	8. Dents or heat damage to housing.	✓				Pm
	9. Loose pressure port screws.	✓				Pm

\*\*\*\*\*NOTE: IF ANY OF THE DEFECTS LISTED ABOVE ARE FOUND, HAVE THE SCBA REPAIRED IMMEDIATELY BEFORE USE.

IMPORTANT: SCBA SHOULD BE CHECKED BEFORE AND AFTER EVERY USE OR ONCE A MONTH IF NOT USED.

PRINT NAME

FIRE COORDINATOR (SIGNATURE)

INSPECTED BY:

COMPONENT	LOOK FOR	NO	YES	DESCRIPTION OF DAMAGE	CORRECTIVE MEASURES TAKEN	INSPECTED BY SIGN HERE
(10) Continued.	10. Denied or deformed bell.	✓				<i>[Signature]</i>
	11. Loose screws securing bell to regulator body.	✓				<i>[Signature]</i>
	12. Debris or water under bell.	✓				<i>[Signature]</i>
(11) HARNESS FRAME	1. Cylinder band and latch not working properly	✓				<i>[Signature]</i>
	2. Cylinder not secured in frame and band	✓				<i>[Signature]</i>
	3. Bent, broken, or cracked frame.	✓				<i>[Signature]</i>
	4. Webbing color change, excessive wear or fraying; cuts, nicks, or broken stitching.	✓				<i>[Signature]</i>
	5. Inspect stitching for thread unraveling, abrasion, cuts, tears, and chemical or corrosion attach at the top of the shoulder strap, shoulder strap adjustment buckle, and tank band strap.	✓				<i>[Signature]</i>
	6. Buckles damaged or corroded	✓				<i>[Signature]</i>
	7. Loose hardware.	✓				<i>[Signature]</i>
	8. Bent or broken spring.	✓				<i>[Signature]</i>
(12) AIR CYLINDER & VALVE	1. Dents, gouges, blisters, or cuts	✓				<i>[Signature]</i>
	2. External damage to cylinder valve	✓				<i>[Signature]</i>
	3. Smooth operation of valve handwheel and	✓				<i>[Signature]</i>
	4. Loose screws securing rubber guard on cylinder valve.	✓				<i>[Signature]</i>
	5. Condition of threads on valve outlet.	✓				<i>[Signature]</i>
	6. Cylinder pressure gauge lens scratched; pointer deformed or struck.	✓				<i>[Signature]</i>
	7. Gauge reading correctly	✓				<i>[Signature]</i>
	8. Hydrostatic test date within three years (composite cylinders or five years aluminum or steel cylinders.)	✓				<i>[Signature]</i>

# JUVENILE DETENTION UNIT-DYS

## SCBA MONTHLY INSPECTION TABLE

DATE OF INSPECTION: 9-19-05

SCBA II

COMPONENT	LOOK FOR	NO	YES	DESCRIPTION OF DAMAGE	CORRECTIVE MEASURES TAKEN	INSPECTED BY SIGN HERE
1) FACEPIECE LENS	1. Nicks, scratches, or abrasions which could impair visibility	✓				PR
	2. Deep gouges or cracks which could reduce impact resistance.	✓				PR
	3. Anti-fog coating in need of replacement	✓				PR
2) FACEPIECE RIMS	1. Deformed, cracked, or broken rims.	✓				PR
	2. Loose rim screws. (Do not overtighten)	✓				PR
3) FACEPIECE SKIRT	1. Cuts, gouges, or punctures.	✓				PR
	2. Tears or nicks in the sealing area.	✓				PR
	3. Deterioration from age, heat, or contamination.	✓				PR
4) FACEPIECE HEADSTRAP BUCKLE STRAPS (TWENTYTWO)	1. Abrasions or nicks.	✓				PR
	2. Deterioration from age, heat or contamination.	✓				PR
5) FACEPIECE BUCKLES (CLASSIC FACEPIECE)	1. Crushed, bent or corroded.	✓				PR
	2. Damaged or loose rivets.	✓				PR
6) FACEPIECE INLET NOZZLE	1. Heat damage.	✓				PR
	2. Loose cover screws.	✓				PR
	3. Loose hose clamps (seven teeth engaged).	✓				PR
	4. Damaged exhalation valve seat.	✓				PR
	5. Sticking exhalation valve (exhale a few times to test.)	✓				PR